

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# <i>(required)</i> LA0F098				
TCWG Consideration Date March 25, 2008				
Project Description <i>(clearly describe project)</i> The project proposes to construct one/two-lane bridge structure, branching off Southbound of Route 605 to Eastbound of Route 10 at-grade connector ramp. Four Alternatives are proposed for the project: Alternative 1 – No Build Alternative 2 – Construct a one-lane elevated bridge structure; re-stripe I-10 E/B mainline to provide seven non-standard lanes (minimum standard build). Alternative 3 – Construct a two-lane elevated bridge structure connecting to a new auxiliary lane along E/B I-10. Alternative 4 – Construct a one-lane elevated bridge structure (non-standard build).				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing state highway				
County	Narrative Location/Route & Postmiles			
Los Angeles	Construct a direct connector from the S/B 605 to E/B 10, LA-10-PM 31.1/32.3 LA-605-PM-R20.2/20.6 Caltrans Projects – EA# 24540			
Lead Agency: Caltrans				
Contact Person	Phone#	Fax#	Email	
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Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	X EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: January 14, 2009				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption	X	Section 6005 – Non- Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	Sept. 07	Feb. 09	Mar. 09	Aug. 11
End	Jan. 09	Nov. 10	Mar. 11	Aug. 13

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of this project is to eliminate weaving conflicts on a short and joint segment along the existing connectors (W/B I-10 to S/B I-605 and S/B I-605 to E/B I-10); and to separate those traffic movements from each other to reduce queues and accidents caused by the weaving. The project proposes to replace the existing at-grade S/B I-605 to E/B I-10 connector with a one- or two-lane bridge structure (depending of the Alternatives) in order to separate this movement from the traffic on the W/B I-10 to S/B I-605 connector.

A joint and short weaving section of the existing at-grade S/B I-605 to E/B I-10 loop connector with the W/B I-10 to S/B I-605 connector has resulted in queuing (350m-650m) on the outer lane of the W/B I-10 during the peak and/or off-peak commute hours as well as causing weaving-related accidents within the project limits.

An improvement for this segment is needed to eliminate the queue on the existing W/B I-10 mainline; to reduce the accidents within this short and joint weaving section; and to improve the operation of the W/B I-10 to S/B I-605 connector as well as S/B I-605 to E/B I-10 connector.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project is surrounded by one and two-story detached residences located southeast of the I-10/I-605 interchange. The closest residences are located within 65 feet of the I-10 eastbound shoulder. The project is also surrounded by parks, a hospital, schools, motels as well as retail and commercial stores. The closest schools to the project site approximately 0.5 miles to 1 mile to the north of the project's east limit. The nearest hospital is approximately 0.5 mile distance south of the project's east limit. Several motels and retail/commercial stores exist within a 0.1 mile distance north of the project's east limit (eastbound I-10). Park areas north and south of the I-605/I-10 interchange, within 0.5 miles of the proposed project area consist of outdoor recreational facilities.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Opening Year: 2014**

Item	Description	No-build		Build (includes Alternatives 2, 3, & 4)	
		ADT	% Trucks/Truck ADT	ADT	% Trucks/Truck ADT
Connector	S/B 605 to E/B 10	14,032	9/1,263	14,032	9/1,263
Connector	W/B 10 to S/B 605	41,280	8/3,302	41,280	8/3,302

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Horizon Year: 2035**

Item	Description	No-build		Build (includes Alternatives 2, 3, & 4)	
		ADT	% Trucks/Truck ADT	ADT	% Trucks/Truck ADT
Connector	S/B 605 to E/B 10	16,735	9/1,506	16735	9/1,506
Connector	W/B 10 to S/B 605	49,233	8/3,939	49,233	8/3,939

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year 2014:

Item	Description	No-build			Build (includes Alternatives 2, 3, & 4)		
		AADT	LOS	% Trucks/Truck AADT	AADT	LOS	% Trucks/Truck AADT
Mainline	E/B I-10 PM (30.30)	124,390	D	6.9/8,583	124,390	D	6.9/8,583
Mainline	W/B I-10 PM (30.30)	126,142	F	6.9/8,704	126,142	F	6.9/8,704
Mainline	E/B I-10 PM (31.22)	126,068	C	6.9/8,699	126,068	C	6.9/8,699
Mainline	W/B I-10 PM (31.22)	99,871	C	6.9/6,892	99,871	C	6.9/6,892
Mainline	E/B I-10 PM (32.01)	172,934	C	6.9/11,933	172,934	C	6.9/11,933
Mainline	W/B I-10 PM (31.72)	120,858	F	6.9/8,340	120,858	F	6.9/8,340
Mainline	N/B I-605 PM (19.05)	91,991	C	11.9/10,947	91,991	C	11.9/10,947
Mainline	S/B I-605 PM (22.04)	65,166	C	11.9/7,755	65,166	C	11.9/7,755

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Horizon Year: 2035

Item	Description	No-build			Build (includes Alternatives 2, 3, & 4)		
		AADT	LOS	% Trucks/Truck AADT	AADT	LOS	% Trucks/Truck AADT
Mainline	E/B I-10 PM (30.30)	148,355	C	6.9/10,237	148355	C	6.9/10,237
Mainline	W/B I-10 PM (30.30)	150,445	E	6.9/10,381	150445	E	6.9/10,381
Mainline	E/B I-10 PM (31.22)	150,357	B	6.9/10,375	150357	B	6.9/10,375
Mainline	W/B I-10 PM (31.22)	119,113	C	6.9/8,219	119113	C	6.9/8,219
Mainline	E/B I-10 PM (32.01)	206,252	C	6.9/14,232	206252	C	6.9/14,232
Mainline	W/B I-10 PM (31.72)	144,143	F	6.9/9,946	144143	F	6.9/9,946
Mainline	N/B I-605 PM (19.05)	104,141	D	11.9/12,393	104141	D	11.9/12,393
Mainline	S/B I-605 PM (22.04)	73,772	C	11.9/8,779	73772	C	11.9/8,779

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)

The proposed project was initiated to eliminate the weaving conflicts on this segment, which will require the W/B I-10 to S/B I-605 and S/B I-605 to E/B I-10 connectors be separated from each other to avoid using the joint weaving segment to change between freeways. The new bridge structure itself will not cause any redistribution of traffic but rather reduce accidents within this weaving section as well as improving the operation of the W/B I-10 to S/B I-605 connector.

Comments/Explanation/Details (attach additional sheets as necessary)

Based on the traffic data for the connectors, the proposed project would not qualify as a project of air quality concern (POAQC) because the project does not increase the number of diesel trucks or cars that would utilize the proposed facility from the No-Build to Build conditions for the opening and horizon years; but rather improves operations by eliminating weaving and queues caused by them, resulting in reduction of emissions. Thus, the proposed project would not worsen the existing violations or delay timely attainment; and thus would not be considered as a POAQC.